The China Mail.

Established February, 1845.

VOL. XLIV. No. 7783. 號三月八年八十八百八千一英 HONGKONG, FRIDAY, AUGUST 3, 1888. 日六廿月六年子戊 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C.
PARIS AND EUROPE:—AMEDEE PRINCE & Co. 36, *Rue Lafayette, Paris*.
NEW YORK:—ANDREW WIND, 21, *Park Row*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.
CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$7,500,000
RESERVE FUND.....$3,900,000
RESERVE LIABILITY OF PROPRIETORS.....$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. — S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. — J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. — L. POESNECKER, Esq.
B. LAYTON, Esq. — N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. — E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank*.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Intimations.

A LADY just arrived from England who teaches good English, Music, Drawing, French and German desires a situation. Highest references. Good Salary.
Address, 'A. B. C.,'
Care of *China Mail* OFFICE.
Hongkong, July 16, 1888. 1189

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1454

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices*. 742

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August, at Twelve o'Clock, Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1888.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 27, 1888. 1248

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 11th (SATURDAY) to the 25th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, July 27, 1888. 1249

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.
A few roughly-executed Woodcuts are included in the pamphlet.
May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.
Hongkong, March 3, 1888. 363

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.
THE Bases of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this **SHAMPOO WASH** as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties allays the itching and fever of the scalp.
Mr. MOORE has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.
CAMPBELL, MOORE & Co., LTD.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 1374, dated 30th June, 1885, of the Shares Nos. 4516/4525 in this Company, standing in the Name of Mr. GEORGE LEWIS of Shanghai, has been LOST, and if at the expiration of One month from the date hereof the above document be not forthcoming another CERTIFICATE will be ISSUED by the Company and thereafter no other will be acknowledged.
Dated 21st July, 1888.
JAS. B. COUGHTRIE,
Secretary.

1222

ROWLANDS'
KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.
ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.
MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.
Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China: A. S. WATSON & Co., Shanghai. 964

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 27th Instant, at 3 p.m., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 30th June, 1888.
The Transfer BOOKS of the Company will be CLOSED from the 13th to the 27th Instant, both days inclusive.
By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, August 1, 1888. 1284

Business Notices.

LANE, CRAWFORD & Co.

HAVE JUST RECEIVED NEW CONSIGNMENTS OF
PIANOS
from Europe, and are offering them at VERY MODERATE PRICES.
PIANOS from BROADWOOD & SONS, COLLARD & COLLARD, BECHSTEIN, CHAPPELL & Co., and HAAKE.
NEW MUSIC is received regularly.
THEY HAVE ALWAYS ON HAND A FULL STOCK OF
STORES
from CROSSE & BLACKWELL, and other Best Suppliers—these are received monthly and are always guaranteed fresh.
New Season's ISIGNY BUTTER just arrived. L. C. & Co. would also draw attention to their STOCKS of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NONPAREIL OIL 150° test, KITCHEN UTENSILS, STOVES and RANGES.
Gentlemen's Outfitting:—HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAIN COATS, &c., &c.
BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, and TAPESTRIES.
SHIPCHANDLERY STORES of every description.
Special Agents for INTERNATIONAL ANTIFOULING COMPOSITION.

WINES AND SPIRITS.
CHAMPAGNE:—AYALA & Co.
SHERRIES:—SACCONE'S, and other BRANDS.
CLARETS in variety: Breakfast to after-Dinner.
PORTS of various BRANDS.
BRANDY:—EXSHAW'S, HENNESSY'S, COURVOISIER'S, and 1848.
WHISKY:—CARLTON 11 years old, NAPIER JOHNSTONE'S well-known and justly CELEBRATED BRAND in square bottles, TEACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH, STONEWALL BRAND OF AMERICAN.
GIN:—OLD TOM and GENEVA, RUM, LIQUEURS, and BITTERS.
ALE & STOUT:—BULL DOG BRAND.
AMERICAN & GERMAN BEERS.
WHITEBEAD'S DRAUGHT STOUT & BASS' DRAUGHT ALE.
And, a Large Assortment of FANCY GOODS.

Hongkong, July 20, 1888. 1214

W. POWELL & Co.
HAVE FOR SALE.
FAIRBANK'S SCALES from 400 lbs to 2,000 lbs.
AMERICAN COOKING STOVES.
STANDARD OIL FUEL—a quick and economical invention for Heating Stoves.
CHANDELIER, TABLE, BRACKET and LIBRARY LAMPS, HITCHCOCK'S CLOCK-WORK LAMPS, DIETZ'S LAMPS (suitable for LAWNS, GARDEN ENTRANCES, &c.)
LAMP REQUISITES:—CLOCK-WORK for HITCHCOCK'S LAMPS, LAMP GLOBES, CHIMNEYS and SHADES, LAMP WICK, SCISSORS, WICK-HOLDERS, SHADE-HOLDERS and HARPS.
AGENTS for MILNER'S SAFES.
W. POWELL & Co.

VICTORIA EXCHANGE, July 31, 1888. 1272

J. MARINBURK,
COLLEGE CHAMBERS,
BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES
OF FURNITURE AND UPHOLSTERING
IN LATEST DESIGNS.
All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

NEW GOODS.

TALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HARD FELT HATS.
TERAI and other SOFT FELTS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from $5, over 100 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
TRAVELLING RUGS & SCOTCH MANTS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
Fine Black DIAGONAL and CORKSCREW for Dress Suits.
Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
TROUSERINGS, in a great variety of Stripes, Checks, &c.
CRICKETING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PANTS.
READY-MADE ULSTERS IN STOCK.
Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.
SILK ½-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread ½-HOSE.
White DRESS SHIRTS.
Lacing & E. S. BOOTS and SHOES.
SHOOTING BOOTS, RUBBER BOOTS.
Patent Leather BOOTS and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARFS, TIES, HANDKERCHIEFS, BRACES.

ROBT. LANG & Co.

Hongkong, February 21, 1888 285

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.
THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.
THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

NOW READY.
THE REVENUE OF CHINA.
A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'
WITH AN APPENDIX.
THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And Mr. W. BREWER'S.
Price, ... 50 Cents.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.
ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th Instant.
For the 'Chartered Mercantile Bank of India, London and China,'
JOHN THURBURN,
Manager, Hongkong.
For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.
For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.
For the 'Comptoir d'Escompte de Paris,'
CHANTREY INCHBALD,
Agent, Hongkong.
For the New 'Oriental Bank Corporation, Limited,'
E. W. RUTTER,
Manager, Hongkong.

Hongkong, August 1, 1888. 1289

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)
AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

For Sale.

FOR SALE.

THE SIAMESE BARQUE
YOUNG SIAM.
For Particulars, apply to
HOP HING HONG.

Hongkong, July 26, 1888. 1244

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

To Let.

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 12, 1888. 504

TO BE LET.
FURNISHED OR UNFURNISHED.
A FOUR-ROOMED HOUSE, OR A SIX-ROOMED HOUSE, in RICHMOND TERRACE.
Both HOUSES have convenient Out-Offices and good Servants' Quarters.
The TERRACE has for some months past been one of the healthiest places of residence in the Colony.
The HOUSES are comfortable and cool in Summer.
Apply to
Mr. JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, July 2, 1888. 1094

TO LET.

A FURNISHED HOUSE—At MACAO, on the PRAIA GRANDE, containing One SITTING ROOM, BED ROOM, DINING ROOM, and a BILLIARD ROOM with a Fine AMERICAN CARROM TABLE complete, and necessary Out-Houses and a small Garden on the rear.
For Particulars, apply to
MINAM, OR CASSAM MOOSA,
R. de S. Lourenço, Macao.

25th July, 1888. 1260

Notices to Consignees.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *BATAVIA*, FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA AND SHANGHAI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be at once landed and stored at Consignees' risk and expense.
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 30, 1888. 1292

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Captain L. MADSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON PIER AND GODOWN Co. and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th Instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Inst., at 4 p.m.
No Fire Insurance has been effected.
SIEMSSEN & Co.,
Agents.

Hongkong, August 2, 1888. 1288

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Celebes*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LD., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 7th August will be subject to rent.
No Fire Insurance has been effected.
Consignees are also requested to present all Claims for damages and/or shortages not later than two weeks after arrival of the Steamer, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, July 31, 1888. 1270

STEAMSHIP *OXUS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Manche*, and from Antwerp, ex Steamship *Romanul*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m. To-DAY (Wednesday), the 1st Instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after THURSDAY, the 9th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.
All Claims must be sent in to me on or before SATURDAY, the 11th Inst., or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, August 1, 1888. 1278

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
ARON, Norwegian barque, Captain A. Christensen.—Captain.
G. H. WAPPAUS, British barque, Captain Cuming.—Butterfield & Swire.
NYL GHAU, British ship, Captain W. B. Butler.—Order.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)
The Co.'s Steamship *Stentor*, Capt. MILLIGAN, will be despatched as above on WEDNESDAY, the 8th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 2, 1888. 1286

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN, *and taking through Cargo to* QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, *&c.)*
The Steamship *Tannadice*, Captain SHANSON, will be despatched for the above Ports on THURSDAY, the 9th Inst., at Daylight.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, August 1, 1888. 1277

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s Steamship *Peshawur* will leave for the above place about 24 hours after her arrival with the outward English Mails.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office.

Hongkong, August 1, 1888. 1283

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, *VIA* FOOCHOW.
The Co.'s Steamship *Changsha*, WILLIAMS, Commander, will be despatched as above on SATURDAY, the 4th Instant, at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 2, 1888. 1231

FOR SHANGHAI.
The Steamship *Peking*, Captain G. HEUSEMANN, will be despatched for the above Port on SATURDAY, the 4th Inst., at 4 p.m.
For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, August 2, 1888. 1287

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.
The Co.'s Steamship *Diomed*, Captain BIGLEY, will be despatched as above on SATURDAY, the 4th Proximo, at 4 p.m.
Passengers for EUROPE desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.

Hongkong, July 31, 1888. 1271

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Co.'s Steamship *Haitan*, Capt. S. ASETON, will be despatched for the above Ports on SUNDAY, the 5th Instant, at 9 o'Clock a.m.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, August 2, 1888. 1289

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)
The Steamship *Daphne*, Captain J. VOSS, will be despatched for the above Ports on MONDAY, the 6th August, at 10 a.m.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, July 25, 1888. 1242

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.
The Co.'s Steamship *Celebes*, Captain JOON, will be despatched as above on WEDNESDAY, the 8th Instant, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 2, 1888. 1291

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.
The Co.'s Steamship *Whampoa*, FAWCETT, Commander, will be despatched as above on SATURDAY, the 11th Instant, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships on the upper Deck.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 1, 1888. 1276

Sailing Vessels.

FOR SAN FRANCISCO.
The Aa 1 British Barque *E. J. Spence*, GILL, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, July 2, 1888. 1095

FOR SAN FRANCISCO.
The 3/3 A.1.1. Amer. Barque *Electra*, JONES, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, July 2, 1888. 1096

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE is now in HONGKONG and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES *Vs.* BLINDNESS.

VISION is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Soelberg Wells, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.G.S.,
Barrister-at-Law, Singapore,

Writes:—

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
OPHTHALMIC OPTICIANS,
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
Offices:—Old Bond Street, LONDON.
3 & 4, Hare Street, CALCUTTA.
22, Rampart Row, BOMBAY.

Hongkong, July 23, 1888. 1232

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAFFIC on WEDNESDAY, 30th May.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " " quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets may be obtained in the Cars.

GENTLEMEN are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and REDUCED TICKETS may be obtained at the Office of the GENERAL MANAGERS.

MACEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 28th July, 1888. 1254

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued, for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co

Hongkong, July 25, 1872. 496

To-day's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 PER CENT. or $1.40 per SHARE, declared at the Ordinary Half-Yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after SATURDAY, the 4th Instant.

SHAREHOLDERS are requested to apply at the OFFICE of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, August 3, 1888. 1299

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

TO-MORROW EVENING,
the 4th August, 1888.

THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.

Directors { Mr. PEMBERTON W. WILLARD. " JOHN F. SHERIDAN.

Will appear as above in
THE EVER SUCCESSFUL OPERA BOUFFE
'LES CLOCHES DE CORNEVILLE.'

CHARACTERS BY THE COMPANY.

GASPARD (THE MISER) Mr. JOHN F. SHERIDAN.

NEXT WEEK PERFORMANCES
ON
MONDAY,
THURSDAY,
AND
SATURDAY.

Prices $3, $2, and $1.
Plan at Messrs. KELLY & WALSH'S, LD.
All communications to PEMBERTON W. WILLARD, Hongkong Hotel.

Hongkong, August 3, 1888. 1298

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Steamship *Guy Mannering,* Captain FORD, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon, and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon TO-DAY, the 3rd Inst.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, August 3, 1888. 1292

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,
MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 16th of August, 1888, at Noon, the Company's S.S. *IRAOUDDY,* Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 3, 1888. 1297

To-day's Advertisements.

FOR YOKOHAMA AND KOBE.

The Steamship *Hesperia,* Captain L. MADSEN, will be despatched for the above Ports on MONDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, August 3, 1888. 1293

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

The Steamship *Glengarry,* Captain TAYLOR, will be despatched as above on or about the 8th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 3, 1888 1294

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Teheran* will leave for the above places on THURSDAY, 9th Instant, at 4 p.m.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 3, 1888. 1300

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Cardiganshire* will be despatched for the above Ports on the 10th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, August 3, 1888. 1296

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Stura,* Capt. CABOARA, will be despatched as above on SATURDAY, the 11th Inst., at 10 a.m.

At BOMBAY the Steamers are discharging in PRINCE'S DOCKS.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, August 3, 1888. 1295

STEAM TO STRAITS, COLOMBO AND BOMBAY.

The P. & O. S. N. Co.'s Steamship *Venetia* will leave for the above places on TUESDAY, 7th Inst., at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 3, 1888. 1301

SHIPPING.

ARRIVALS.

August 2, 1888:—

Stura, Italian steamer, 1,415, L. Caboara, Bombay and Singapore July 27, General.—CARLOWITZ & Co.

August 3:—

General Werder, German steamer, 1,820, W. von Schuckmann, Nagasaki July 30, Mails and General.—MELCHERS & Co.

Kutsang, British steamer, from Whampoa.

Thyra, German steamer, from Whampoa.

Peking, German steamer, from Whampoa.

Melta, German steamer, from Whampoa.

Dorset, British str., 1,735, W. Daniels, London and Singapore July 29, 11.30 a.m., General.—RUSSELL & Co.

Soochow, British steamer, 999, Hughes, Newchwang July 26, and Swatow August 2, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

August 3:—

Soochow, for Hoihow and Pakhoi.
Clara, for Haiphong.
Hailoong, for Coast Ports.
Delcomyn, for Kobe.
K. J. Spence, for San Francisco.
Kutsang, for Shanghai.
Kwongsung, for Swatow.
Borneo, for Saigon and Singapore.
Taisang, for Singapore and Calcutta.

CLEARED.

Thor, for Kutchinotzu.

PASSENGERS.

ARRIVED.

Per *Stura,* from Singapore, 92 Chinese.

Per *General Werder,* from Nagasaki: for Hongkong, Mr Schleicher, John Keilmann, H. Carl, F. Mathews, and 14 Chinese; for Singapore, Mr V. Hermson; for Genoa, Mr Rotz and family; for Bremen, Mr A. Schubert.

Per *Dorset,* from London, &c., Mr T. Taylor, and 30 Chinese.

Per *Soochow,* from Swatow, 36 Chinese.

DEPARTED.

Per *Hailoong,* for Coast Ports, 3 Europeans, and 200 Chinese.

Per *Soochow,* for Hoihow, 40 Chinese.

Per *Clara,* for Haiphong, 10 Chinese.

Per *Kutsang,* for Shanghai, 40 Chinese.

Per *Kwongsang,* for Swatow, 1 European, and 95 Chinese.

Per *Borneo,* for Saigon, 160 Chinese.

SHIPPING REPORTS.

The British steamer *Dorset* reports: Weather squally with monsoons from 5° to 12°, with intense heat, thermometer registering 101 in shade, and barometer standing at 29.50.

POST OFFICE NOTICES.

MAILS will close:—

For EUROPE, &c.—(SUPPLEMENTARY).
Per *Preussen,* Papers &c., 8 a.m., Registration 8 a.m., Letters 8.30 a.m., on Saturday, the 4th inst.

For NEW YORK.—
Per *Benlawers,* at 11.30 a.m., on Saturday, the 4th inst.

For STRAITS & LONDON.—
Per *Merionethshire,* at 11.30 a.m., on Saturday, the 4th inst.

For SAIGON.—
Per *Falkenburg,* at 3.30 p.m., on Saturday, the 4th inst.
Per *Cicero,* at 4.30 p.m., on Saturday, the 4th inst.

For SHANGHAI.—
Per *Peking,* at 3.30 p.m., on Saturday, the 4th inst.

For HAIPHONG.—
Per *Frejr,* at 5 p.m., on Saturday, the 4th inst.

For SWATOW, AMOY & FOOCHOW.—
Per *Haitan,* at 8.30 a.m., on Sunday, the 5th inst.

For YOKOHAMA & KOBE.—
Per *Hesperia,* at 9 a.m., on Monday, the 6th inst.

For SINGAPORE & PENANG.—
Per *Celebes,* at 2.30 p.m., on Wednesday, the 8th inst.

For PORT DARWIN, SYDNEY, MELBOURNE, ADELAIDE, &c., &c.—
Per *Tannadice,* at 5 p.m., on Wednesday, the 8th inst.

For NAGASAKI, KOBE & YOKOHAMA
Per *Malwa,* at 5 p.m., on Monday, the 13th inst.

The Extra Steamers of the Messageries Maritimes Company between Colombo and Calcutta have been withdrawn. From this date through communication with Madras and Calcutta by Messageries packet will be four-weekly only, viz., on the following dates of departure from Hongkong:—

June 7. August 30. November 28.
July 5. September 27. December 26.
August 2. October 31.

Mails for India will be made up by the intermediate packets as formerly for transmission to Colombo, whence they will go on to Madras by the first opprtunity.

Hongkong, May 10, 1888.

SHARE LIST.—QUOTATIONS. AUG. 2, 1888.

Stocks.	Nos. of Shares	Paid.	Paid-up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend.	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 3,900,000	$ 20,903.51 at working a/c	30/ for ½ year to Dec. 31/87	$155 % prem.
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 200	£ [illegible]	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 282½
Yangtsze Insurance Company, Ld.	8,000	£ 25	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 90
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 675,000	$ 314,012.96	26 %, 1886	$86
China Traders' Insurance Co., Ld.	24,000	$ 83.3	$ 25	$ 600,000	$ 245,240.04	20 % for annum	$73, buyers
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 230,000	$ 429,367.96	10 % for 1887	$77 "
Chinese Insurance Co., Limited.	1,500	$ 100	$ 20	$ 28,711.50	$ 125,771.29	8 % for 1886	$185
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,031,486	$ 252,213.3[illegible]	$29.80 for '86	$347½, cash
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 650,000	$ 204,003.90	$ 6 for 1886	$78, buyers
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$16
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 79,432.52	5 % for 1886	$18
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$25, buyers
STEAMBOAT COMPANIES.							
HK. C. and M. Steamboat Co., Ld.	40,000	$ 20	all	$ *40,000 $ †200,000	$ 3,696.0[illegible]	7 % half year Dec. 31/87	$220
Douglas Steamship Co., Limited.	20,000	$ 50	all	$ 127,820	$ 1151.13	8 %	$58
Indo-China S. N. Company, Limited.	18,387	£ 10	£ 10	...	£ 4,387.5.9	5 % for 1886/7	15 % dis., ex div.
60,000 shares issued.	31,212	£ 10	£ 10				
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$ 10,000	$ 18.58	6 %	$115, cash
MISCELLANEOUS.							
H'kong & Wham poa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,901.3[illegible]	10½ % for '87	31 % prem., buyers
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.3.1	£ 1,527.3.11	10 % and 2 % bonus for '87	$130 per share, buyers, fully paid up
New Shares.	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	...	$ 678.94	$5 half year June 30 1887	$170 "
Oilm Sugar Company, Limited.	15,000	$ 100	all	...	$ 13,781.53	6 % for ½ year to June 30/87	$188 "
Hongkong Ice Company, Limited.	5,000	$ 25	all	$ 37,500	$ 429.60	16 % for 1887	$80 "
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 514.0[illegible]	10 % for 1886	$85 " nominal
Luzon Sugar Company, Limited.	7,000	$ 100	all	...	$ 129,303.18	None	$60 "
Perak Sugar Cultivation Co.	5,000	Tls. 50	all	...	...	None	Tls. 18 " sellers
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$10 "
Punjom & Sungkis Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$10½ "
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	4 %	66 % prem., buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	None	$81
A. S. Watson & Co., Limited.	3,800	$ 100	all	$ 20,000	$ 411.4[illegible]	13 % for 1887	100 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	200 % prem., buyers
Société Francaise de Charbonnages du Tonkin	8,000	Fr. 500	Fr. 500	...	...	...	40 % prem., nom.
LOANS.				*Rates of In.*	*Payab'*		
Chinese Imperial 1884 s.	4,56[illegible]	$ 50	all	8 %	yearly, 30 June	...	4 % prem.
" " 1884 c.	3189	$ 500	all	8 %	Oct. 15	...	8 % prem.
" " 1886 z.	...	Tl. 700,000	Tl. 250	7 %	March & Sept.	...	14 % prem.

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Changsha* leaves for Port Darwin, Sydney and Melbourne.
9 a.m.—German Mail leaves for Bremen and Ports of Call.
4 p.m.—*Peking* leaves for Shanghai.
4 p.m.—*Diomed* leaves for London.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous.

Dividend of 7 % on Shares of H.K., C. & M. S.-boat Co., Ltd., payable at H.K. and S. Bank.

General Memoranda.

MONDAY, August 6:—
Local Banks close.

TUESDAY, August 7:—
Goods per *Celebes* undelivered after this date subject to rent.
Goods per *Hesperia* undelivered after this date subject to rent.

THURSDAY, August 9:—
Goods per Steamer *Oxus* unclaimed after Noon subject to rent.

SATURDAY, August 11:—
Register of Shares of H.K. & S'hai Banking Corp., closed from this date to 25th Instant, inclusive.

MONDAY, August 13:—
Claims against the *Guy Mannering* must be sent in to Messrs Russell & Co., on or before this date.
Transfer Books of Hongkong and Whampoa Dock Co., Ltd., closed from this date to the 27th Instant, inclusive.

SATURDAY, August 25:—
Noon.—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation at the City Hall.

MONDAY, August 27:—
3 p.m.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Ltd., at No. 14, Praya Central.

DEATH.

At Ball's Court, this morning, Mr. ALBERT EMILE VAUCHER; aged 54 years.—The Funeral will leave Ball's Court at 5 p.m. to-day.

☞ *The publication of this issue commenced at 7.30 p.m.*

The China Mail.

HONGKONG, FRIDAY, AUGUST 3, 1888.

TELEGRAMS.

(*From the Singapore Papers.*)

ANOTHER IRISH M.P. ARRESTED.

London, 26th July.—Mr James O'Kelly, M. P. for North Roscommon, has been arrested in London and conducted to Dublin for a speech inciting to breach of the law.

ITALY AND FRANCE.

The Italian Press very warmly supports the attitude of the Government regarding French claims at Massowah.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Gem,* June 12; *Amphitrite, Hampshire,* 15; *Cachar, Saikio-maru, Sunkiang,* July 6; *Patroclus,* 17; *Benledi, Electra,* 20; *Deucalion, Melbourne, Spindrift,* 24; *Glenroy, Kaifong,* 27; *Breconshire, Jason, Iphigenia, Mopsus,* 31.

HOMEWARD BOUND:—*Laertes,* July 20; *Yorkshire,* 24; *Oopack, Pembrokeshire, Northern, Glenshiel,* 27; *Glenorchy, Titan, Sachsen, Yangtse,* 31.

The O. & O. Co.'s s. s. *Gaelic,* with the AMERICAN MAIL of July 11th, left Yokohama on Sunday, the 29th July, and may be expected here on or about Saturday, the 4th Aug.

The steamer *Peshawur,* with the ENGLISH MAIL of July 6th, left Singapore on Tuesday, the 31st July, at 6 p.m., and may be expected here on or about Sunday, the 5th August. This Packet brings replies to letters despatched from Hongkong on May 24.

The Canadian Pacific Line steamer *Zambesi* left Yokohama on the 1st August for Hongkong, and may be expected here on or about the 7th Aug.

The Norddeutscher Lloyd's S. S. Co.'s steamship *Bayern,* with the next outward GERMAN MAIL, dated Berlin, 10th July, left Singapore on Friday, the 3rd inst., at daylight, and may be expected here on or about Tuesday, the 7th inst.

The Canadian Pacific Line steamer *Port Adelaide* left Vancouver for Hongkong via Japan on the 20th July.

The P. & O. regular fortnightly steamer *Teheran,* from Bombay, left Singapore for this port on the 30th July, and may be expected here on or about the 6th Aug.

The O. S. S. Co.'s steamer *Stentor,* from Liverpool, left Singapore on the 1st Aug., and may be expected here on or about the 6th Aug.

The Glen Line steamer *Glengarry,* from London, left Singapore on the 31st July, and may be expected here on or about the 7th Aug.

The Shire Line steamer *Cardiganshire* left Singapore on the 3rd Aug., and may be expected here on or about the 9th Aug.

The Austro-Hungarian Lloyd's S. N. Co.'s steamship *Maria Teresa,* with cargo of the disabled steamer *Medusa* on board, left Colombo for this port on the 31st July, and may be expected here on or about the 13th Aug.

MESSRS Adamson, Bell and Co. inform us that the steamship *Cardiganshire* left Singapore this morning for Hongkong.

DAVE Carson and a select Company of two were playing in Rangoon when the last mail left. They are expected in Singapore and may come to Hongkong.

MESSRS Adamson, Bell & Co. inform us that the steamer *Aberdeen* arrived at Vancouver on the 25th ulto.; and the steamer *Zambesi* left Yokohama on the 1st instant, for Hongkong.

A Tsz-ta lottery agent named Leung Wai Kai was brought before Mr Sercombe Smith in the Police Court to-day, at the instance of Inspector Baker, and was fined $30, with the alternative of six weeks' imprisonment.

WE are informed by the Agents (Messrs Melchers & Co.) that the Nordd. Lloyd steamer *Bayern,* carrying the German Mails, with dates from Berlin of the 10th ulto., left Singapore to-day at daylight, and may be expected here on or about Tuesday, the 7th instant.

BY kind permission of Major W. T. Ellis, and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens, on Sunday, the 5th instant, from 9 till 10 p.m. The following will be the programme:—

March	'Egypt'	Biedermann.
Overture	'Schubert'	Suppe.
2nd Selection	'Maritana'	Wallace.
Valse	'Sooner or Later'	Meissler.
Selection	'Erminie'	Jakobowski.

JOHN MORAN, Bandmaster.

Ho I Ching, contractor, Wellington Street, after having been twice fined in the Police Court for blocking the side channels in the public streets with building rubbish, failed to see that it was a practice he ought to stop. Accordingly he was found guilty of the offence again and was brought before Mr Sercombe Smith in the Police Court to-day at the instance of Mr W. Fisher, Inspector of Nuisances. His Worship, taking into consideration the two previous convictions, made the fine $50, with the alternative of one month's hard labour.

A REMARKABLE article appeared in the *Chung-wai-shan-po* on Saturday last following up the argument in a previous article on the supernatural effects of reading Kwanti's moral book. It lays down the general principle that, so long as the moral tendency of idolatry is good, the practice is to be encouraged. The image of a saint who was in his day an example of virtue is not to be spoken of as so much bronze, or wood, or clay, or paper, but is a veritable god (神). And all doubts about what idols are entitled to worship are for ever set at rest by the Imperial canonization list. The Chinese issue of the *Daily Press* has evidently undertaken the defence of the national Church, on the broad principle that whatever is established must be right.

THE case of Li Aming, cook, who was on the 30th ult. sentenced to six months' hard labour for an assault upon an informer, was re-heard by Mr Sercombe Smith in the Police Court this afternoon at the request of Mr Webber, who produced three witnesses for the defence. Mr Webber said that if there had been any miscarriage of justice in the case it was defendant's own fault as he ought to have called witnesses for the defence. The statement of one of the witnesses this afternoon went to show that defendant at the time of the alleged assault was in witness's company in a tea house near where the assault took place. Another witness who said he saw the assault and could identify the men who took part in it declared that the defendant was not one of them. His Worship asked for a witness from the tea house who could say that defendant was there at the time in question, and the case was adjourned till to-morrow in order that this witness may be produced.

BY the death of Mr A. E. Vaucher, which occurred at his residence this morning, Hongkong has lost one of its oldest residents. Mr Vaucher arrived here as early as 1853, and joined his brother's firm in Canton, which then existed there under the name of Vaucher Freres. A few years afterwards he came to Hongkong; and with but occasional furloughs he has been a resident of this Colony ever since. Deceased acted for some time as French Consul here, and when subsequently an official Consul for France was established here, Mr Vaucher frequently gave his services, in one capacity or another to the Consul. For a number of years before his death deceased was engaged here as a broker, and his cheery and kindly face will be much missed by his many friends in the every-day rounds of business life. Mr Vaucher died from the effects of a growth in the neck, which was probably of a cancerous nature. About seven or eight months ago it was removed by his medical advisers, but its return having again shown itself very rapidly a second operation was decided upon. In April last, when the operation was to be performed, the medical men came to the conclusion that a second operation involved too great a risk, and the idea was abandoned. From that time, Mr Vaucher simply made up his mind to await the end. For three months he has been more or less confined to his room; and the brave and light-hearted manner in which he has borne himself during the last few weeks won him the admiration of all his friends. He was interred in the Protestant Cemetery this evening, followed by a large number of his friends and acquaintances. It may be said with much greater truth than it can of many of us, that Mr Vaucher had not an enemy in the Colony. He was a widower, and leaves no family.

A SAD drowning accident occurred at Ap-li-chau on the 1st inst. An old man, along with his daughter aged about 20 and a boy, went out in a small boat to gather stones at one of the small bays near the village, and on returning the boat, which was laden with stones, was swamped. The boy succeeded in swimming ashore, but the other two occupants of the craft, neither of whom could swim, were drowned.

OUR contemporary the *N.-C. Daily News* has often had occasion to complain of the apparent apathy and indifference to British interests manifested by our Ambassador at Peking, Sir John Walsham. We in Hongkong have given up all hope of his ever obtaining satisfaction with regard to the removal of the barrier in the Canton river or the opening up of the West river. Of course in Hongkong we come little in contact with his administration compared with our fellow-subjects in the North, and are not in so good a position to judge of his action or inaction. From northern ports, however, where his conduct of affairs is closely followed, come complaints on all hands of his do-nothing-ness. He seems to have a weakness for supposing that nobody but himself can do anything, and will insist on muddling over petty details that any Secretary could do. The consequence is that he is getting in arrears, and important questions are shelved indefinitely. Quite recently a case was brought under our notice where a British Consul, who was also acting for Germany, reported the same thing to the British Minister and the German Minister. From the latter he got a prompt reply saying that after consultation with his colleagues such and such had been resolved, and he was to notify German subjects accordingly. From the British minister never a word came, and British subjects are asking in vain and cannot learn if their claims are being attended to. But the worst of it is that the Chinese all over are getting to know this and assume that this policy is adopted by instructions from England. They have got the notion that the friendship of China is so invaluable to England in case of a fight with Russia that we dare not ask for anything now and they may treat us as they please. It things are not mended there is bound to be a big rumpus some day.

ALTHOUGH Hongkong has already been severely dosed with 'Fun on the Bristol,' the alleged comedy attracted a large audience to the Theatre Royal last night. With Mr J. F. Sheridan as *Widow O'Brien* the success of the performance was almost a foregone conclusion. The support he received from the other members of the company was very efficient. The piece was excellently staged and dressed and went without a hitch. Mr Sheridan was at his best and kept the audience in roars of laughter. As the two daughters of the lively widow, Miss Maude Hare and Miss Vera Patey were charming, and Miss Whiteford gave an excellent account of the part of *Bella Thompson,* although she did seem now and again to be a little out of her element as a black 'slavey.' Mr Imano's *Count Menaggio* was a well-sustained part, while the *Captain Cranberry* of Mr Sutch and the *Thomas Cranberry* of Mr Fisher were very satisfactory impersonations. The songs and dances introduced were all well received, Miss Whiteford winning special favour for her nigger song, 'Who's dat Callin,' and the hornpipe which followed. Mr Imano essayed Tosti's 'For ever and for ever,' but as he was not in his best voice his rendering of it was a less successful one than he is capable of giving. The duet by Mr Fisher and Miss Hare was cordially applauded. Miss Patey's skipping-rope dance and Miss Arline's banjo playing were both highly appreciated. The condensed version of 'Il Trovatore' introduced in the second act gave Misses Hare and Leamington and Messrs Fisher and Imano an opportunity of showing what they could do with Verdi's music. On the whole the opportunity was used to considerable advantage. Mr Imano's rendering of the well-known solo 'The tempest of the heart,' although good, was hardly up to his usual form. The duet 'Home to our mountains' was very well sung by Miss Leamington and Mr Fisher and was encored. Miss Hare as *Leonora* was perhaps the most successful of the soloists and her singing was greatly admired. The duet in the 'Miserere' scene by Miss Hare and Mr Fisher was excellently rendered. 'Les Cloches de Corneville' is announced for Saturday evening and ought to draw a crowded house.

THE *Japan Mail* says:—From one cause or another, there has been a great lack of enterprise in the direction of mining for some years past. We do not mean to say that nothing has been done, but considering the ever increasing demand for minerals for home use, to say nothing of the export trade, we are astonished at the feebleness of the efforts made to exhume the earth's treasures. As an illustration, we may refer to the state of the iron trade. The demand for iron in Japan within the last few years has been something enormous. Imported iron has for the most part been supplying the demand. The total yield of Japanese iron in 1885 was less than one-tenth part of the imported iron, and since then the disproportion is still greater. We are glad then to be informed that an Iron Works Company has been formed with a capital of 500,000 *yen,* and with a large number of leading merchants and officials of Tokyo and Yokohama as proprietors or supporters. The object of this Company will be the collecting and preparing of iron material for railways and shipping. If properly conducted, there is little doubt that the Company will realise large profits.

SINGAPORE appears to be as sorely perplexed as Hongkong about the organisation of its Fire Brigade. A correspondence on the subject has been going on in the paper in which marked dissatisfaction is expressed. In one of the letters occur the following suggestions, some of which might be worthy of consideration here:—'With regard to the present very unsatisfactory organization of the Brigade I will now indicate several points which should be remedied with as little delay as possible. As matters now stand the men have no fixed quarters and the consequence is that when an alarm of fire is given by the guns, which is commonly not until some time after the fire has broken out, they have to hurry to their respective homes, don their uniform and make their way to the scene of action, the engines meantime, even if they have managed to get up sufficient steam, being quite useless till the arrival of sufficient men to work them. The Superintendent is also allowed within certain limits to live where he pleases, and he of course labours under the same disadvantage as the men. What is wanted is a Central Station where the men should live, ready for a call at a moment's notice, and where the Engines could be kept in constant readiness, and the Superintendent should certainly have quarters in *the same building*. By this means much valuable time would be saved, for however effective a Brigade may be, or however perfect the appliances, delay must occur when the Chief and his men are scattered all over the town and generally this delay is of vital importance. In most towns in England a reward is given to the first person conveying news of a fire to the Station, and some such system might be adopted here, the reward of course not being paid till the report is verified. These improvements would doubtless cost more than the present slipshod arrangements, and I would suggest that the custom adopted in most of the large towns in England is well worthy of attention, when the Brigade turns out to a fire a charge is made upon the owners of the property, according to a fixed scale of charges, in proportion to the number of engines and men attending such fire, the number of hours employed, and the value of the property at risk. This charge is payable by the owner and the various tenants of the building in proportion to the value of their property, either building or goods, and those that are insured can call upon their Company to make it good, while the companies, in order to avoid the trouble of a number of small payments, pay the Municipality or Commission a *pro rata* sum yearly on the amount of their premium income obtained from that town. This system or some modification of it might with advantage be adopted here.'

THE hearing of the counter claims of the *Hebe* and *Arratoon Apcar* has been concluded at Singapore. The judge, however, said he wished to visit both ships before giving judgment.

THE *Japan Gazette* of 25th ulto. says:—The vessels comprising H.M. squadron, with the exception of H.M.S. *Audacious*, now in dock at Yokosuka, left to-day on their cruise in the north. The ships, as they steamed in order out of the harbour at about 11 a.m., led by the new flagship, presented quite an imposing appearance.

QUITE recently the Congregation of the Propaganda, at the request of the French Government, drew up a declaration in which the French Protectorate over the Catholic missions in the East was officially recognised. The Pope, however, being of opinion that the concessions to France are too extensive, has, the correspondent of the *Daily Chronicle* states, caused the declaration to be withdrawn.

A LONG encyclical letter of the Pope upon Liberalism is published. It gives the psychological and theological definition of liberty. The nature of human liberty, it remarks, in isolated individuals, as in individuals united in society, in Governments, and in subjects, implies the necessity of conforming to the supreme natural law, which comes from God. The Church has always done much in the defence of the civil and political liberty of peoples. It has abolished slavery and civilised humanity. It is not the enemy of legitimate and honest liberty, but it is the enemy of licence. The Pope then refers to the doctrines of false Liberalism, or Naturalism—an error which consists in declaring there is no supreme law, and that every man forms for himself his faith and his religion. That doctrine tends to destroy the consciousness of the difference between good and evil, between justice and injustice, and makes force the sole base of society. Many Liberals reject such extremities by making a distinction between liberty and licence, but they are evidently inconsistent with their principles. The Pope expounds that in all forms of liberty—liberty of the press, liberty of teaching, &c.—the pure doctrine of the gospel is that man and society should enjoy the liberty which true religion can alone give. The Church permits the modern liberties as hypotheses of common right. His Holiness condemns the theory of false Liberalism on religious grounds. Liberties cannot be claimed as absolute rights, but may be proclaimed or tolerated in practice. The Church is not the enemy of the Democracy, and rejects no form of government.

THE *Japan Gazette* says:—Further news continues to come to hand from Bandai-zan and the neighbourhood. A telegram received at the Home Department from the Fukushima Kencho states:—The number of persons wounded, who are now under medical attendance, is 18, of whom 6 are seriously, and 12 slightly, wounded; the total number of the population damaged by the late catastrophe either directly or indirectly, is 2,447, of whom 763 are direct sufferers, and over 1,980 are indirectly injured and are unable to provide for themselves; of 760 direct sufferers, 12 are now supported by the Kencho and over 700 are soon to be provided for. The larger portion of land damaged was in the uncultivated region, and the land where the population is most numerous, and which was well cultivated, received only slight damage. The matters connected with the aid of the sufferers are being satisfactorily attended to.

The *Choya Shimbun's* special reporter sends the following telegram from Wakamatsu:—'Having inspected the craters from which the eruption occurred, I found that the height whence the eruption of Bandai-zan belched forth is far above 400 feet, and the small Bandai-zan having been demolished is now entirely out of sight.'

The *Jiji Shimpo* says that, according to a survey by the authorities, the site of the eruption is in 37° 36' N., 140° 6' E.

THE *Hyogo News* says:—We are informed that the collision which occurred during the recent gale between the British steamer *Whampoa* and the American barque *Spartan* has resulted in a suit by the latter against the former in H.B.M.'s Court at Yokohama.

As a rule the Japanese lad is far surpassed by the English and American in playing practical jokes. But a late issue of the *Jiji* has an account of one that for audacity and regardlessness of consequences is equal to the most mischievous trick of our western youths. What is said to have occurred is as follows:—Some months ago one of the large ironwork houses of New York received an order from Yokohama for $1,800 worth of iron. Though the party ordering was a stranger to the New York firm, knowing that the Japanese are in the habit of sending large orders for iron, and suspecting nothing, they despatched the iron. The firm, it seems, has an agent in Yokohama. To him they consigned the metal with orders to collect the money. Thinking the whole matter surpassingly strange, the Yokohama agent went to the Yokohama firm mentioned by his New York correspondents. The heads of the house denied having sent the order, but noticed that it was worded precisely as their orders are usually worded. After a good deal of investigation it was discovered that a Japanese youth of fifteen, with a view of improving his English composition and of fitting himself for business life, had been in the habit of copying certain letters and orders that he found in his master's waste-paper basket, and that one day the thought struck him that it would be somewhat amusing if he were to put his growing powers to a practical test by drawing up and despatching a real order. Accordingly he sent one to a London and one to a New York firm. The London order was referred to a Yokohama agent and rejected, but the New York one ended in a Yokohama agent having a large amount of iron on hand, for which there is no immediate demand. The story can hardly be an invention from beginning to end; but New Yorkers are not often found napping when the almighty dollar is concerned.—*Japan Mail.*

THE *Rising Sun & Nagasaki Express* says:—It has been officially notified that, on and after the 1st of September next, the export duty on Japanese coal will be abolished, a step upon which the Government is to be congratulated. In reality, it has been almost as good as abolished for a number of years, as since steamships have entirely replaced sailing vessels all coal from treaty ports has been exported 'for ships' use,' which, through an oversight in the treaty, brings it under the heading of duty free goods. Originally it was intended that all coal should pay an export duty of 4 *boo* cents per 100 *catties*, equivalent to 22 dollar cents per ton; at the same time it was also stipulated that all supplies for ships' use, without exception, were to be exported free of duty, consequently, so long as coal was exported in sailing vessels no difficulty arose, as steamers simply took their bunker coal free of duty; but steamers gradually took to taking part and full cargoes, in addition to their bunker supplies, and when the question of collecting duty on it was mooted it was found that it could not be done. The anomaly thus arose that coal exported in sailing vessels had to pay 22 cents per ton duty, or an average of over 5°/ₒ, whilst the same article shipped under the same conditions on a steamer was exempt from any charge whatever. This, of course, heavily handicapped the sailing vessel, and gradually drove it out of the coal-carrying trade, which always has been, is still, and will be for many years to come, the principal staple export of Kiushiu. When the Government gave permission for coal to be exported direct to foreign ports from Kuchinotsu, Karatsu, etc., it was specially stipulated, we believe, that all cargo should pay duty, but as the principal mine—in fact the only one from which coal is now shipped at a non-treaty port—belongs to the Government, it has been simply 'robbing Peter to pay Paul.' The reason for remitting the duty is not stated, but the most likely reason is that the Government consider it policy to do so, to enable the native article to better compete successfully in China and the Straits Settlements with other coals.

THE following skit appears in the *Singapore Free Press*, to which a correspondent wrote expressing disapproval of Mrs Hayes' letters on dress:—

TO OUR EDITOR.

'Tis the voice of a woman
Who now does exclaim
'That vile Mrs Hayes
Has been writing again.'
We won't have in our paper
Her extracts on dress,
So please, Editor, burn
All you've got in the press.

I say that the men here,
As well as the ladies,
Tell me to consign
Those Hayes's to Hades.
I've not asked them, 'tis true,
But that doesn't matter,
I'll stretch any point
To stop that woman's chatter.

She ventures to write
In the *Times of Ceylon*
That one's evening dresses
Should have shoes that belong,
That hats must match dresses
And jackets as well;
I wonder what falsehood
To us she'll next tell.

To our 'other teachers'
At once we will go,
I'm sure that they will not
Impose on us so,
To Calcutta 'tis the case
She writes letters galore
Though 'tis quite a small place,
Not like Singapore.

They there have no sportsmen
Or ladies who ride,
So therefore they cannot
Those Hayes's deride.
The *Field*, *Queen*, and *Graphic*
Are surely quite wrong
To butter them up
As they've done all along.

So burn up their letters
And tell them quite plain
Just to leave Singapore
And not come back again,
For my friends I'll find teachers,
I've plenty of pelf,
Or, as I've nought to learn
Why, I'll teach them myself.
GREEN-EYE.

P. S.—If you find that these verses
Don't rhyme to your taste
Just please bear in mind
They've been written in haste.
If you want for your paper
Proper letters on dress
Or manners, *I'll* write them,
For the *Singapore Press*.

[I thank you, my friend, for the rhymes you have written;
But with fondness for verses I never was smitten;
In default of this gift I leave you my auditor,
And beg to remain, yours always,—The Editor.]

THE chartered French transport *Cachar*, Captain Delhomme, arrived at Singapore from Algiers on the 26th ult. with 172 officers and troops on board, and left for Haiphong after coaling.

THE *Straits Times* says:—We learn that Government here has applied to the Indian Government for the loan of Apothecaries, as that department here is very short-handed just now. Owing to the opening up of Upper Burmah and the amount of sickness at present in India, it is feared that the Indian Government will not be able to comply with the request.

CORRESPONDENCE.

THE INSULT TO THE BRITISH CONSUL AT SEOUL.

To the Editor of the 'CHINA MAIL.'

Seoul, Corea, July 22nd 1880.

SIR,—In writing you I assume that you do not wish to do any one an injustice or injury, and that when you learn that you have, you will do what you can to repair it. Through your Seoul correspondent you have been led into publishing a deliberate and malicious lie—as every statement in the letter alluding to myself in connection with an audience by the King to Messrs Watters and Ford is unqualifiedly and absolutely false.—Respectfully yours,

O. N. DENNY.

[We publish the above correction with much pleasure. It will be observed that Judge Denny does not deny that an insult was offered to the British representatives, but he denies all connection with it himself. We are sorry our correspondent imputed blame where it did not lie, but he seems to have erred in this respect in company with the best informed journals in the North. It was not an unnatural thing, in view of Mr Denny's position, to attribute blame to him, and it is well we have now got his emphatic denial. We have always entertained a high opinion of Mr Denny's character, and have often had occasion to commend his official action; and we regret that any incorrect statements with regard to him should have been made in our columns.—ED. *C.M.*]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

The ordinary half yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Company was held at noon to-day at the office of the Company. Hon. P. Ryrie presided, and there were also present, Hon. J. Bell Irving, Mr E. R. Belilios and Mr F. A. Gomes, directors; Messrs C. Cohen, J. A. Carvalho, J. H. Cox, P. Jordan, H. N. Mody, D. McCulloch, E. B. Jorey, F. Henderson, J. F. C. da Roza, J. H. Manook, shareholders, and Mr T. Arnold, secretary.

The Chairman said—The report has now been before the shareholders for some time, and I think you are all well acquainted with its contents. I need not therefore make many remarks thereon. The hope expressed by your directors at the last half yearly meeting has been to a certain extent realised, in so far that the gross earnings have increased some $13,000; but unfortunately on the other side you will see some items which could hardly have been foreseen. The casualties which took place caused an expenditure of $6,301.86, and proceedings against us in Court cost us $5,164.62. The cost of extending the wharf in Hongkong was a necessary matter, the wharf being too short; and this extension may of course be looked upon as increasing its value. The directors thought it advisable in dealing with this to do as with former additions and repairs, and the cost of the wharf has been put in the general running expenses. With reference to the new boat, your directors are seriously considering the advisability of obtaining a new boat for the Macao line built of steel the same as the last boat. We will not proceed too hastily, but will keep this end in view. We have written to England to obtain plans, and when these are received, the thing discussed, cost ascertained &c., the shareholders will hear more about it. A new boat on the Macao line is no doubt desirable, but in the meantime we have got the *Kiukiang*, and if opportunity occurs for making a fair sale of her it would expedite matters as regards procuring the new boat. I think there is nothing else to be remarked upon. You will see that the amount proposed to be placed at the credit of Depreciation and Insurance fund will bring it up to $215,000, while you have still standing $40,000 for the equalisation of dividends, which I think is a fairly satisfactory position for the Company to be in.

No questions being put, the Chairman moved the adoption of the report.

Mr Cohen seconded, and the resolution was carried unanimously.

The Chairman—The next business is the election of two directors. Mr Bell-Irving and Mr Belilios retire, but offer themselves for re-election.

Mr Cohen proposed the re-election of these two gentlemen; Mr Carvalho seconded, and the motion was carried.

The Chairman proposed the election of Mr O'D. Gourdin and Mr F. Henderson as auditors.

Mr Jorey seconded, and the motion was carried.

The Chairman announced that the dividend warrants would be ready to-morrow morning.

On the motion of Mr Cohen, a vote of thanks was passed to the directors, Secretary and Chairman.

THE GREAT VOLCANIC ERUPTION IN JAPAN.

A VISIT TO BANDAI-SAN.

We are now able to present to our readers a description—very imperfect it is true, but still, so far as it goes, consisting of details gathered on the spot and matters of personal observation—of the condition of affairs consequent upon the late eruption of Bandai-san. It would be impossible in less than a week—perhaps even a more liberal estimate might be allowed—to visit the various localities and make oneself acquainted with the chief points and incidents of this extraordinary calamity, and the present sketch, which will be supplemented hereafter by fuller and more detailed notices, refers exclusively to those localities that are most readily accessible, that is to say, the parts adjacent to the town of Inawashiro. The information here given is the result of a five hours' stay in that neighbourhood on Sunday, the 22nd instant.

Though the cluster of peaks which form Bandai-san are easily discernible along the whole length of Lake Inawashiro, they are closed out from the view of travellers approaching from the south-east till the large plain which lies between them and the north end of the lake has been fairly entered upon. The weather on Sunday was most unfavourable to sight-seeing, a dense mist and almost continuous rain obscuring all but the very nearest objects. From the town of Inawashiro, which escaped (the flow from the mountain approaching it from no point at a less distance than a mile), one glacier-like field of ejected matter may be seen, but the actual valley by means of which it escaped from the environment of the five peaks is shut out by a projecting shoulder of the mountain. This little town, however, though in this respect removed from danger, is actually closer to the mountain than some of the localities that were devastated, as many of its houses nestle under the southern peak, which is here of almost over-hanging steepness. It is less than a mile distant, and due south from the long, undulating slopes which characterize the mountain on the south-east, and the lower limits of which are pretty distinctly defined. It may, indeed, be as well to remark here that it is only at the village of Minemura, a short distance north from Inawashiro, that the mountain slopes merge almost imperceptibly with the lower lands; for the most part, that is from a point a few hundred yards to the north-eastward of Minemura, as far as Nagasaka, a distance of about three *ri*, the river Nakasegawa forms their boundary, running close under the steep banks in which they chiefly terminate. These foot-hills are evidently the product of former eruptions. Between the east side of the valley of the Nakasegawa, which widens suddenly out into the plain of Inawashiro, and the river itself, running, as we have said, along the bottom of the foot-hills, there is an expanse of low, perfectly level land, evidently alluvial deposit, from which the hills on the east rise steeply and abruptly. But the foot-hills on this side of the river are apparently as we have said, a formation of former eruptions; their slope downwards from the mountain peaks is generally easy and regular, showing just such a contour as might be expected of matter expelled from the crater and flowing down and out towards the level. To these slopes the present outflow was confined.

Perhaps the direction and form of the eruption may be best illustrated if we open a fan and spread it out horizontally. While the shank will represent the outlet from the crater, the diverging ribs of the fan will convey a pretty fair idea of the manner in which the ejected matter spread out over the foot-hills. But it must not be supposed that the ejections actually covered the lower slopes of the mountain in the shape of a fan; one large field moved south-eastward and reached the village of Minemura, while other and smaller bodies descended to the east and north-east in the direction of Shibutani and Nagasaka, but stopped short some distance above those villages. And though we have hitherto spoken of the eruption with reference to its immediate result—the outflow of mud stones—it should be said at once that, in this neighbourhood, loss of life and damage to property was chiefly due to the high wind which attended the eruption, the dust which was given forth, and to a most singular upheaval of the valley close to the village of Nagasaka and just below that point where it narrows to the proportions of a mere ravine. Indeed, the catastrophe may be said to have consisted of a volcanic eruption, a hurricane, and an earthquake, for a hasty visit to Nagasaka failed to supply any cause of the deposit of earth there other than an actual upheaval of the ground. When it is added that, coincident with the breaking out of the mountain, copious springs of water burst forth from various points up among the peaks, and that the dust at a distance of some five miles from the crater was thick enough to blind and suffocate human beings, and to cause a dense darkness, some conception perhaps may be had of the terrifying, awe-inspiring nature of the calamity.

This somewhat prolix attempt to describe the nature of the phenomena is necessary to an understanding, however unsatisfactory, of its extent and results. And now we shall describe the visit made two days ago to a part of the district that suffered by the disaster. On Sunday morning the aspect of the weather did not promise much in the way of reward for the tedious journey from Atami to Inawashiro, mist concealing all but the lowest parts of the mountain and rain falling heavily. Indeed, beginning in the morning, it rained heavily during the whole day. A start was made from Inawashiro shortly after eleven in the forenoon. At the time of the eruption dust fell in the town of Inawashiro, but little trace of it remained after the rain began: indeed, it was not driven into the town in sufficient quantity to remain for any length of time. A hundred yards beyond the limits of the town the pathway was covered with a slate-coloured dust, which increased in depth as the foot-hills were neared. Saturated by rain, the deposit had assumed a darker hue, as was evident from such spots as the moisture had not yet reached. From a distance of say a *ri* it could be seen that parts of the shoulder of the mountain bore a bluish tinge, the borders of which were clearly marked; but the nature of these patches could not of course be divined. Closer to the mountain, however, these disappeared behind intervening high ground, and the only indication of approach to the scene was the increasing thickness of the deposit of dust. It covered the pathway, and was lifted often, half-wetted as it was, by the foot, revealing underneath the former surface, of a reddish brown hue; it lay on the plants that bordered the road, and in the adjacent rice fields, and was deposited on the roofs of the outlying houses of the village of Minemura, to which it lent a new and sombre hue. A lane led through the hamlet up towards the mountain, debouching, after a slight rise, on what had formerly been rice and bean fields. The rise referred to constitutes in fact the lower edge of the mountain slope, and the bank thus formed runs along in a northerly and southerly direction, meeting on the north (or right hand facing the mountain) a clump of trees. Down to the very edge of this bank the wave of *débris* has surged, actually breaking into the level ground below through a slight hollow close to the wood. At the head of the lane stands a large tree, around which, inextricably mixed up with the *ejecta* from the mountain, lie the timbers and fragments of buildings. Standing under this tree, we are able to survey the expanse of this mighty field of hardened mud—for such it in reality is—and with a glass to scan the upper part of the mountain (the mist having slightly lifted) whence the mass has come. Three of the peaks may be said to face to the east in one line, as nearly as may be north and south. Of the smaller of these, separated from its companion on the south by a deep gulley, but attached to the other by a shoulder or neck, the top has disappeared, the scoriæ welling over the ridge which remains and out through the ravine referred to. This part of the outflow, divided from the rest by a ridge of high ground, has proceeded pretty nearly south-east, measures in width along its lower edge some 300 yards, and must, after leaving the ravine, have descended over about a couple of miles of ground. The material of which it is composed is a hard mud, broken up in large boulder-like lumps as far as the surface is concerned. For a distance of some hundred yards or so up the hill from the village, cultivation was in progress before the catastrophe, rice, bean, and other fields stretching across the whole path of the deluge, but above this, where the slope became more steep, the rank growth which usually occupies hilly regions prevailed. From the southern corner of the village a fairly wide pathway ran obliquely upwards to the ridge which we have described as dividing the outflow, and which we ought to say rises from the pine-wood that we have alluded to.

The village of Minemura was composed of some forty-five houses, of which it is stated that thirteen have been destroyed. Some thirty yards above the more advanced boulders of the mud field and from the main part of the village, timbers may be espied, the wreck of a dwelling that stood out farther than the others, and so was subjected to the fuller violence of the flow. A little lower down is a house one side of which has been driven in, while its lop-sided, roof-timbers are charred with fire, the result some say of flames from the hill, or as others conjecture caused in the interior of the house itself at the time of the eruption. Nine of the inhabitants of this village were killed outright and four injured, the former, being, as is supposed, caught while at work in the fields above the dwelling and the others wounded by the falling of the houses. Here it may be as well to observe that the effects of the hurricane which accompanied the out-break are not so noticeable in the vicinity of this village as farther to the northward, where its force cannot but have been tremendous. Picking the way carefully over the irregular and slippery, clayey boulders (for the rain has reduced them to this condition) in a direction which probably follows pretty closely the former path obliquely across the slope, we struggle up towards the dividing ridge with the object of locating the other branches of the outflow. Near the top we pass close to a large amphitheatre-like hollow over the edge of which the mud avalanche poured in such volume as completely to engulph the trees which here stood, outposts as it were, on the upper side of the wood. In their place is a pond of water. A few steps further bring to our nostrils the unpleasant suggestion of decaying animal matter, and we soon find that this comes from the carcase of a horse, underneath a tree to which in all probability he was fastened while his guardian otherwise occupied himself. Being on a slight rise, the deposit is not very deep here; his owner in all likelihood has found his grave under a heavier covering.

Once on the high ground, a walk of a few minutes brings us to another field of mud boulders, but not nearly so wide as the first, which has been arrested in its progress at a higher elevation. Indeed there are several of these somewhat attenuated streams before we reach a bed of yellowish clay, or more sand than clay, which, first coming into view in the gorge up there, between the South Peak and Sho-Bandai-san, can be followed all the way to the spot where we stand, and thence down and over the bank which divides the hills from the fields below. There are several branches of this stream, all very close together, and in each there flows water from the springs that have burst out above. From the exposed parts of the ground it can be gathered that no cultivation was carried on here. Being directly underneath Sho-Bandai-san, it is now possible to survey the south-east sides of the three peaks. Sho-Bandai-san is covered to the very summit with the muddy deposit, and the stuff in boiling over seems to have dashed high upon the sides of the higher peaks on each side. In a moment when the mist has partially rolled off, we can distinctly see over the top of Sho-Bandai-san the inner side of a peak which faces the north-east, with yellow streams such as are now passing us streaking its surface. Where the mud has not reached, dust has fallen here on the ground to the depth of certainly an inch and a half or two inches, and this being almost free from grit has been reduced to a buttery substance on which the foot fails to find a hold. We now turn to the left and descend the shoulder of the mountain about four hundred yards till we reach the summit of the high bank which at this point (some half a mile past the pine-wood) overhangs the river Nakase, forming, as we may suggest, the verge of previous eruptions. Here the operations of a new and terrible factor are plainly visible. In the narrow fringe of fields which runs along on the top of this bank, the rice, though buried in some places, for the most part stands up straight and green from its surface dressing of volcanic dust, the crust of which, probably from contraction by cooling, or from sinking after being wetted, is cracked all over. Half a dozen yards—little more indeed than the breadth of the pathway—lower down, the strong coarse weeds that fringe the edge of the cliff are bent and broken down towards the river as if a heavy roller had passed over them. This is one of the strangest of the sights that meet the visitor to the scene. Down the small gulleys in the face of the bank this force seems to have been most violent, for here trees, weeds, and grass hang downwards, limp, blackened, and broken. This peculiarity continues to strike the attention all the way along the bank, which a couple of hundred yards farther drops downward toward the village of Shibutani, which is close to the river. Ere leaving the high ground we glance across the Nakasegawa towards the low flat land that fills the valley from the river to the steep hill on the east or opposite side. For half this distance (the width of the valley here is between two and three miles) the characteristic colour of the volcanic dust can be distinguished, and it is not difficult to believe from the nature of the ground that the inmates of the houses on this part of the plain were not very happy so long as the flow of the Nakasegawa was obstructed above them. Just as we begin to descend towards Shibutani we find ourselves above one of the gulleys that we have described as abounding on the face of the bank, worn out, no doubt, by the action of water. A common method of cleaning rice in a district such as this, which abounds in steams, is to rig up a box, say four feet square, and so fix it at one end of a pole which has at the other a rice stamp, that, in a manner similar to the action of a beam-engine the bucket when filled with water weighs up the rice stamp and immediately empties itself, upon which follows the descent of the stamp among the grain. This piece of complicated machinery is protected by a roof and walls. Well, here in the very mouth of this gorge are the mangled remains of such a mill, its various parts strewn down the ravine in match wood form, the hammer-headed rice stamp alone giving a clue to the nature of the structure. It seems as if every describable kind of rubbish had been shot down from above, so complete is the wreck, trees and mill alike, and yet three paces from the brink eight-inch-long rice blades are waving fresh and clean, while a short distance off a plot of beans has been levelled with the ground, and a hundred yards away the trees of a small plantation up the mountain slope have been almost reduced to kindling wood. Below us the village of Shibutani now invites our attention, and accompanied by a healthy looking labourer, one of the survivors of those who were engaged in its neighbourhood at the time of the eruption, we descend and inspect it. There were in all seventeen houses in Shibutani or Shibuya (it must be remembered that this is a silk district and the buildings are large); of these, sixteen were damaged, some half dozen being laid level with the ground. On our right as we enter the hamlet is an extent of ground equal to about 40 *tsubo* covered with broken timbers, among which appear a bath tub or two, a stray *shoji*, and a multitude of the circular shallow baskets in which the cocoons are carried. All round we can see houses that at once suggest to us the helpless position of a horse on his knees;—the walls knocked in on one side or both. No flow of mud boulders came within many yards of this village. Over all there lies thickly the grey mud which was once volcanic dust; but volcanic dust cannot demolish houses. An earthquake might; but then again the earthquake could not thrash about the trees as they have been thrashed, or lay a field of beans or hemp as close to the ground as the thatch lies on a house roof. In one or two houses that are still standing, solitary individuals are to be seen trying—in a silent, broken-hearted sort of way, which somehow impresses the passer-by more powerfully than the most violent outburst of sorrow—to set things to rights or occupy themselves in sweeping up and throwing out into the road the dust which has covered the floors. But these are few in number, and apart from the little bands of sight-seers that stumble and flounder along the pathway, and the clusters of workmen who stand aside to let us pass, there are few signs of life observable. 'This,' remarks our guide, pointing to a building which seems undecided whether to stand or fall to the ground, 'is my house.' Not a soul is to be seen inside, but outside a small cock, and a hen of still more modest proportions and of quaker-coloured plumage, plainly indicate by their gait, like all other small fowls, their impression that they are perfectly equal to the task of guarding the village. All the people residing here were saved with the exception of three. Says our guide: 'I was a little distance outside the village pulling grass when the first indications of the eruption were given. The ground shook and rose up and down, and there was a great noise. Very soon it got dark, dust falling thickly, and the people employed in the neighbourhood, about a hundred and thirty in number, all ran for the river. We all got away safe except three; one was crushed by a falling tree just on the bank of the river, and the others I think were swallowed up by the earth.' Since leaving Inawashiro we seem to have traversed a whole prefecture, but are reassured on learning that we are only a *ri* and a half from the town, and that half a *ri* further on we may see the village of Nagasaka, in which the mortality has been very great. The path leads us past the village of Midzuya, or Midzusawa, where not a house was damaged nor a life lost, though a few trees were destroyed close by. A little farther on we pass a grove of mulberry trees, broken up, battered, and crusted over with mud; near them is a crop of hemp flattened to the earth. The deadly blast from above seems to have rushed down on this point with particular violence, but there were no houses adjacent, and so happily of loss of life, or of property other than the crops, there is none to record. A longish walk—for a half *ri* is not much less elastic than a whole *ri*—for the greater distance along the side of an irrigating canal now discoloured and yellow, like every drop of water we have hitherto seen in the neighbourhood, brings us to the village of Nagasaka. The houses, some twenty-five in number, are large, and seem absolutely uninjured except where, as in several instances, the paper of the *shoji* has been blown into tatters. Trees lie about in all directions. Some of the buildings have silent occupants, who move about as if they hardly knew which piece of work to do first. Spurred by almost unendurable thirst, caused by the toilsome walk, we approach a house and ask for water. An old man hobbles forward from the dark interior and supplies our wants. 'Yes,' he says, in answer to enquiries, 'there are dead people from this house. My wife and the others, five in number, ran out and down that lane towards the river till they got to about a large tree that you will see, and there they died. I was away at the time. I think they must have been suffocated by the dust.' Most of the houses round about are closed up and silent. Our guide points out this house as having lost so many, that other so many, and this other so many, and this other all. Under the eaves of one dwelling hang two dust-begrimed cages inside of which are a couple of canaries, which flit about and chirp in a fashion that contrasts grimly with their surroundings. The *shoji* are almost closed,—for a reason which was afterwards made plain to us—but we can discern three silent figures in the middle of the barn-like apartment. As we are on the point of turning away one of the *shoji* is slid partially back and we return to find three aged persons, one man and two women (blinking at us and the daylight with red eyes) the former of whom has given us entrance. The man and one of his companions tell us their story. He has lost thirteen from the house, among them two sons. But he had one son in the hospital at the time, and so that life was saved. Being old he could not run away himself when the earthquake and the strange noises occurred and the air became dark, nor could the old women, but the others all got up and ran out by the other door (facing the river). A daughter caught up his grandchild and, protecting it with her own body, strove to reach a spot of safety, but like the others she ran into the arms of death. And so this strange and pitiful thing happened; that the old people, who could not flee, escaped, while those who fled turned their faces away from safety. It is painful to interrogate these wrinkled beings, and besides the doctor of the party suggests to us that their inflamed eyes, in front of which clouds of flies hover, betoken a contagious disease which it will be well to avoid. Crouching therefore under the branches of a huge tree which has fallen across the entrance to the yard, we regain the lane down which the fugitives fled. Twenty yards nearer the Nakasegawa's former bed, below the village, stands the large tree. For some distance farther there was an expanse of rice fields. Now a couple of acres is covered with water, and thence, stretching right across to the other side of the valley, three quarters of a mile away, is a plain of up-turned earth. Scientists can probably say how it got there; that we shall not attempt to do. In the sheet of water and under this deposit lie about a hundred bodies. Thirty have been recovered and buried in an enclosure farther down the river.

There being nothing more to see we now retrace our steps towards Inawashiro. On our return we follow the course of the irrigation canal before mentioned, instead of crossing the mountain slopes, as on the journey out. We thus pass under the high bank over which the sand and water from the mountain peaks poured, after descending the shoulder of the mountain. As the canal in question lies just under the bluff it was as a matter of course soon blocked, and the waters overran the lower ground which here stretches toward the river. Despite the dispiriting rain, gangs of workmen were engaged during Sunday on the work of clearing away this obstruction, which had to be dealt with at several points, and by evening the canal was cleared. Inawashiro was reached a little before five, and in another hour the return journey to Atami was begun, in a howling gale of wind and rain.

No time was to be had for the purpose of availing of official channels of information except as to these villages; and it was impossible even to visit the temporary hospital established in Inawashiro at the police station. Large numbers of policemen have been detached to render assistance in the suffering districts, and under the charge of Mr Orita, *Chiji* of the prefecture, all is done that can be done. The villages on the north side of the mountain are in a state of more cruel misery than even those we have described, and the destruction there is more widespread.

It may not be amiss to set down briefly some information for the benefit of those who may wish to visit Bandai-san. It will be advisable, we should say, to take train either to Koriyama or the station beyond it, Motomiya. The road from Koriyama to Atami (where, if one leaves Ueno by the 6 a.m. train, it will be necessary to stay overnight) is good in dry weather, but becomes almost impassable during rains for *jinrikisha*. The Motomiya-Atami road, on the other hands, is not so much affected by rain and is only four *ri*, while the other is five. At both stations there is difficulty in obtaining *jinrikisha*. On Sunday Atami furnished two to cope with the visitors by the 6 a.m. train from Tôkyô, while Motomiya provided only one. As may be imagined, a good deal of walking was done. Leaving Atami at five o'clock a.m. Inawashiro may be reached about nine. The distance is six *ri*, but the road is very hilly. The outlet for surplus water from Lake Inawashiro on this side is well worth seeing, the water after leaving the lake being conducted in a canal to within about a mile and a half of the hills which have to be climbed on the way from Atami, whence it passes by a subterranean channel to the face of a cliff, pouring out in great volume and giving rise to a large river.—*Japan Mail.*

Quotations

HONGKONG, *August* 3.

OPIUM—	New Patna, cash,	$407½ a $505½
,,	Old ,, cash,	—
,,	New Benares, cash,	$490
,,	Old ,, cash,	—
,,	New Malwa, cash,...	$550
,,	Allowance, Taels...	40 a 56
,,	Old Malwa, cash,...	$570/.80
,,	Allowance, Taels ...	24[illegible]
,,	Persian, Oily, cash	$500 [illegible]
,,	Allowance, Taels	16 a 32
,,	Persian, Paper tie	$500 a 510
,,	Allowance, Taels...	16 a 32

Exchange.

HONGKONG, August 3.

On London—	
Bank, Wire, ...	2 11⅞
,, On demand, ...	3/0
,, 30 days' sight, ...	3/0⅛
,, 4 months' sight, ...	3/0⅜
Credits, 4 ,, ,, ...	3/0⅜
Documentary, 4 months' sight	3/0⅜
On Paris—	
On demand, ...	3.78
Credits, 4 months' sight, ..	3.80
On New York—	
On demand, ...	73¼
Credits, 60 days' sight, ...	74½
On Bombay—	
Wire, ...	223½
On demand, ...	224
On Calcutta—	
Wire, ...	2.3½
On demand, ...	224
On Shanghai—	
On demand, ...	72
30 days' sight, ...	72⅝
Gold Leaf, 100 fine	34.20
Sovereigns, ...	$6.56

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises) Queen's Road.*)

BAROMETER—	9 A.M.... ...	29.73
Do.	1 P.M.... ...	29.68
Do.	4 P.M.... ...	29.64
THERMOMETER—	9 A.M.... ...	85
Do.	1 P.M.... ...	88
Do.	4 P.M.... ...	87
Do.	(Wet bulb) 9 A.M.	82
Do.	Do. 1 P.M.	83
Do.	Do. 4 P.M.	83
Do.	Maximum	88
Do.	Minimum over night	84

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.59
Temperature	87
Humidity	74
Direction of Wind	wsw
Force	1
Weather	b r

Hongkong Observatory, August 3, 1888.

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
AUGUST 2.—AT 4 P.M.							
Wl'ostock	29.63	67	—	SE	3	f	—
Tokio	29.88	—	—	S	6	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.69	89	66	SSE	4	b	—
Amoy	29.64	90	77	SE	4	b	—
Hongkong	29.64	83	81	—	0	c	—
Haiphong	29.69	89	70	ESE	2	b	—
Bolinao	29.65	78	74	SE	3	od	—
Manila	29.65	82	81	S	2	o	0.14
AUGUST 3.—AT 10 A.M.							
Wl'ostock	29.57	68	100	SE	4	f	0.08
Tokio	29.96	—	—	S	5	—	—
Nagasaki	—	—	—	—	—	—	—
Shanghai	29.69	86	80	SE	2	b	—
Amoy	29.65	85	83	SW	2	b	—
Hongkong	29.67	86	74	WSW	1	b	0.40
Haiphong	29.74	95	57	—	0	c	—
Bolinao	29.69	76	95	W	2	or	1.77
Manila	—	—	—	—	—	—	—

The barometer has fallen along the S.E. coast of China and has risen in Japan and Tonquin. Clear, hot and rather dry weather prevails.

W. DOBERCK,
Government Astronomer.
Hongkong Observatory, August 3.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. RAIN, in inches, tenths, and hundredths.

Mails.

POSTPONEMENT.

NORDDEUTSCHER LLOYD.

NOTICE.

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ON SATURDAY, the 4th day of August, 1888, at 9 a.m., the Company's Steamship *PREUSSEN*, Capt. C. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon; Cargo and Specie will be received on board until 4 p.m., and Parcels until 10 a.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

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Hongkong, July 31, 1888. 1123

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THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco via Yokohama on WEDNESDAY, the 8th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 19, 1888. 1209

CANADIAN PACIFIC STEAMSHIP COMPANY.

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THE British Steamship *BATAVIA*, 2,553 Tons Register, WATTON, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, *viâ* KOBE and YOKOHAMA, on THURSDAY, the 23rd August, at 3 p.m.

To be followed by the S.S. *PARTHIA*, on the 13th September, and S.S. *ABYSSINIA*, on the 4th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex.	$160.00
To San Francisco...	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 22nd August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 26, 1888. 1247

Mails.

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *MIRZAPORE*, Captain R. HARVEY, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on SATURDAY, 11th August, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 1, 1888. 1282

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th August, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 28, 1888. 1259

Intimations.

NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW
BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the *China Mail* Office.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail* Office, and at Messrs. LANE, CRAWFORD & Co.—Price, 75 cents.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 1ST JUNE, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 ,,	7.00 ,,
7.30 ,,	7.45 ,,
8.00 ,,	8.15 ,,
8.45 ,,	9.00 ,,
9.15 ,,	9.30 ,,
9.45 ,,	*10.00 ,,
*10.15 ,,	*10.30 ,,
*10.45 ,,	12.00 ,,
12.15 P.M.	12.30 P.M.
12.45 ,,	1.00 ,,
1.30 ,,	1.45 ,,
2.00 ,,	2.15 ,,
2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,
6.00 ,,	6.15 ,,
6.45 ,,	7.00 ,,
7.15 ,,	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.
TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be mademore generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind,

NEWS AGENT, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Batavia	5 c	Watton	Brit. str.	1661	July 30	Adamson, Bell & Co.		
Benarty	3 h	Boutellier	Brit. str.	1119	Aug. 2	Gibb, Livingston & Co.		
Carisbrooke	3 c	Cass	Brit. str.	973	Aug. 1	Morris & Ray	Saigon	
Celebes	5 c	Joon	Dutch str	1423	July 31	Jardine, Matheson & Co.	Singapore	8th inst.
Changsha	5 c	Williams	Brit. str.	1459	Aug. 1	Butterfield & Swire	Sydney, &c.,	To-morrow
China	5 c	Olderup	Ger. str.	648	Aug. 2	Melchers & Co.		
Cicero	4 c	George	Brit. str.	1060	July 31	Arnhold, Karberg & Co.	Saigon	To-morrow
City of Rio de Janeiro	4 k	Ward	Amer. str.	3584	July 29	O. & O. S. S. Co.	San Francisco	8th inst.
Daphne	5 c	Voss	Ger. str.	1500	July 31	Siemssen & Co.	Hamburg	6th inst.
Delcomyn	5 c	Ekins	Brit. str.	1183	July 21	Jardine, Matheson & Co.	Kobe & Yokohama	To-day
Falkenburg	4 c	Dreyer	Ger. str.	988	July 26	Melchers & Co.	Saigon	To-morrow
Freya	3 c	Lund	Dan. str.	419	Aug. 2	Arnhold, Karberg & Co.	Haiphong	To-morrow
Fushiki Maru	8 c	Francis	Japan str.	1219	Aug. 1	Mitsui Bussan Kaisha		
General Werder	10	Schuckmann	Ger. str.	1 20	Aug. 3	Melchers & Co.	Yokohama	
Guy Mannering	5 c	Ford	Brit. str.	1826	Aug. 2	Russell & Co.		
Haiphong	...	Harris	Brit. str.	1122	July 27	Douglas Steamship Co.	.....	Cos'tan Dock
Haitan	5 h	Ashton	Brit. str.	1182	Aug. 2	Douglas Steamship Co.	Coast Ports	5th inst.
Hesperia	5 c	Madsen	Ger. str.	1136	Aug. 1	Siemssen & Co.	Yokohama & Kobe	5th inst.
Kutsang	11	Sawer	Brit. str.	1495	Aug. 3	Jardine, Matheson & Co.	Shanghai	To-morrow
Peking	3 h	Heuermann	Ger. str.	954	Aug. 3	Siemssen & Co.	Shanghai	To-morrow
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Preussen	10	Pohle	Ger. str.	2879	July 31	Melchers & Co.	Bremen, &c.	To-morrow
Stura	5 c	Caboara	Italian str.	1415	Aug. 2	Carlowitz & Co.	Bombay, &c.	
Taichiow	2 h	Newton	Brit. str.	862	Aug. 1	Yuen Fat Hong		
Tannadice	10	Shannon	Brit. str.	1408	July 31	Russell & Co.	Sydney, &c.	8th inst.
Thor	9 c	Svance	Norw. str.	1228	July 27	Captain		
Thyra	5 c	Jacobsen	Ger. str.	664	Aug. 3	Eduard Schellhass & Co.	Newchwang	To-morrow
Venetia	2 h	Cole	Brit. str.	1609	July 31	P. & O. S. N. Co.		
Wayting	6 c	Cheong Shang	Chi. str.	227	July 13	Sanders & Co.	Tamsui	To-day
Sailing Vessels								
Aron	3 k	Christensen	Norw. bqe.	634	July 11	Captain		
Comet	8 h	Knippner	Ger. sh.	1083	July 17	Naval Officer		
Cuthona	5 k	Gifford	Brit. sch.	201	June 19	Jardine, Matheson & Co.		
E. J. Spence	3 c	Gill	Brit. bqe.	519	June 28	Gonsalves & Co.		
Escort	5 c	Waterhouse	Amer. bqe.	636	July 15	Gonsalves & Co.	Honolulu	
Granite State	9 c	Russ	Amer. sh.	1624	July 20	Pustau & Co.		
G. H. Wappaus	...	Engleson	Brit. bqe.	533	July 21	Butterfield & Swire	.....	Quarry Bay
Heinrich	3 c	Bannau	Ger. bqe.	923	May 20	Arnhold, Karberg & Co.		
Hydra	8 c	Christensen	Dan. bqe.	786	July 6	Arnhold, Karberg & Co.		
John Nicholson	4 c	Quine	Brit. bqe.	685	July 8	Melchers & Co.		
Nyl Ghau	8 c	Butter	Brit. sh.	1252	Aug. 1	Order		
Sachem	6 h	Bartlett	Amer. sh.	1311	June 30	P. & O. S. N. Co.		
Spinaway	...	Garrick	Brit. sch.	325	June 23	Siemssen & Co.	.....	K'loon Dock
Wandering Jew	5 c	Nichols	Amer. sh.	1650	July 11	Pustau & Co.		
Young Siam	2 c	Kock	Siam. bqe.	750	June 17	Chinese	.....	For sale

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Hakodate
Audacious*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hakodate
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Hakodate
Esk	g-bt. 3rd class coast defence	363	3	340	—	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	On a cruise
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hakodate
Impérieuse	twinscrew battle ship	8400	10	10000	Command William H. May	Hakodate
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Hakodate
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Hakodate
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hakodate
Porpoise	cruiser	1730	—	—	CommanderR. W. White, R.N.	Hakodate
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Shanghai
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	Hakodate
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Hakodate
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	On a cruise
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Hakodate
Torpedo Boat No. 35	—	95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 36	—	95	—	—	Lieut.-Com. Webber	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander McArthur	Hakodate
Wivern	coast defenceship, armoured	2750	4	1450	—	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alcout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Malapert	Shanghai
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2800	—	—	Captain Schmidt	Singapore
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Fasana	Austro-Hungarian frigate	—	—	—	Capt. E. Von Wohlgemuth	Yokohama
India	Portuguese transport	1200	—	—	Captain Gugano	K'loon Dock
Iltis	German gunboat	489	—	—	Captain Eickstedt	Chemulpo
Juniata	U. S. cruiser	1900	—	—	Lieut.-Com. W. T. Burwell	Foochow
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padriann	Manila
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	8	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltzoff	Corea
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	Yokohama
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Primauguet	French cruiser	2200	15	2270	Captain Veron	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Sivotch	Russian cruiser	900	1	1000	Commander Suotiriaff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophia	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Tejo	Portuguese gunboat	—	3	100	Lieut.-Com. C. R. Caminha	Timor
Tureune	French frigate	5880	12	4250	—	Japan
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	—	Yokohama
Vitiaz	Russian corvette	2950	12	—	—	Amoy
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Reittner	Amoy

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Canton	Brit. str.	
Choysang	Brit. str.	Shanghai
Fushun	Chi. str.	Shanghai
Woosung	Brit. str.	Swatow

AMOY.

In port on July 28, 1888.

MERCHANT STEAMERS.

Albany	British
Fidelio	German
Zafiro	British

MERCHANT SAILING VESSELS.

Anglo India	Brit. bqe.
Earn	Brit. bqe.
Oscar Mooyer	Ger. bqe.
Therese	Ger. bqe.

FOOCHOW.

In port on July 28, 1888.

MERCHANT STEAMERS.

Afghan	British
Haitan	British

SHANGHAI.

In port on July 25, 1888.

MERCHANT STEAMERS.

Chungkiang	British	
El Dorado	British	
Haeshin	Chinese	
Ingo	German	
Kiang-foo	Chinese	Chefoo, &c.
Kiang-kwan	Chinese	Hankow, &c.
Kiang-piau	Chinese	
Kuling	British	
Kung-wo	British	
Meifoo	Chinese	
Merionethshire	British	
Nanzing	British	
Peking	German	
Poo-chi	Chinese	
Preussen	German	
Sarpedon	British	
Sin Nanzing	British	
Store Nordiske	Danish	
Taiwo	British	
Wha-on	British	
Yangtsze	German	Hongkong
Yehsin	Chinese	
Yoritomo Maru	Japanese	

MERCHANT SAILING VESSELS.

Kelverdale	Brit. bqe.
Primus	Rus. sch.
Satsuma	Brit. bqe.
W. H. Conner	Amer. sh.

NAGASAKI.

In port on July 26, 1888.

Dorothy	Brit. bqe.
Kozaki Maru	Japan. bqe.

HIOGO.

In port on July 24, 1888.

Erato	Brit. sh.
Henry Villard	Amer. sh.
L. D. Reed	Amer. sh.
Thomas Perry	Brit. bqe.
T. E. Starbuck	Amer. sh.

YOKOHAMA.

In port on July 25, 1888.

Beatrice	Brit. bqe.
G. S. Homer	Amer. bqe.
Mowe	Brit. sch.
Nemo	Brit. bqe.
Republic	Amer. sh.
Selkirk	Brit. sh.

MANILA.

A. Stafford	Brit. bqe.	discharging.
B. P. Cheney	Amer. sh.	Boston
Childwall	Brit. bqe.	
Em. F. Whitney	Brit. sh.	New York

ILOILO.

Lenator	Brit. sh.	United States
Martha Davis	Amer. bqe.	New York
Mindoro	Am. sh.	United States
Richard Parsons	Amer. bqe.	United States
Yorktown	Amer. sh.	New York

BANGKOK.

In port on July 14, 1888.

MERCHANT STEAMERS.

Chamroen	British
Bangkok	British

MERCHANT SAILING VESSELS.

Aurora	Brit.	bqe.
Doretta	Siam.	sch
Eagle	Brit.	bg
Eidsvold	Norw.	bqe.
Fortune	Siam.	bqe.
Goliah	Siam.	sch.
Hei-cheong	Brit.	bqe.
KianHongSeng	Siam.	bqe.
Linda	Norw.	bqe.
Madre Rosa	Ital.	bqe.
Mary Stewart	Brit.	bqe.
Ta Hongkong	Siam.	bqe.

Printed and published by GEO. MURRAY HAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.